

Exploratory Hearing – Transport issues

Current plans do not contain the improvements to the transport network that are needed to prevent the proposed development from having a severe impact.

The Transport Assessment (May 2014) identified various junctions that require improvement to mitigate the impact of development. Three of those junctions (Wallop Drive, Kempshott & Brighton Hill) are on the A30 to the south west of Basingstoke and necessary to mitigate the impact of the development at the golf course (SS3.11). Seven of those junctions are on the B3400 and A339 to the west of the town and necessary to mitigate the impact of the development at Manydown (SS3.10).

These junctions are all listed in the schedule of infrastructure requirements in the draft IDP. They are all described as “necessary”.

The IDP addendum shows indicative costs of £18 million for the three junctions on the A30. None of them are included in the draft Regulation 123 List. The Manydown and Golf Course Viability Report says that the Golf Course should make a S106 contribution to strategic transport of only £2m (page 13). There is no evidence that it will be possible to fund the remaining £16m of necessary improvements.

The IDP addendum shows indicative costs of £4.9 million for the seven junctions affected by Manydown. None of them are included in the draft Regulation 123 List. The Viability Report does not include any S106 contribution by Manydown towards strategic transport (page 14). There is no evidence that it will be possible to find the £4.9 m needed to fund these necessary improvements.

Without funding the residual cumulative impacts of development would be severe, contrary to NPPF 32.

The lack of funding is also contrary to proposed Policy CN6 (page 71) which provides that “New development will be required to provide and contribute towards the provision of additional services, facilities and infrastructure at a rate, scale and pace to meet the needs and requirements that are expected to arise from that development” and “CIL will be the primary mechanism to secure the necessary financial or equivalent contribution”.

Better bus services would help but cannot be an alternative to these junction improvements because many of the existing roads are too narrow for bus lanes.

Generally it seems illogical that most of the proposed housing is to the west & south west of Basingstoke while most of the funded road improvements are on the A340 (north) or A33 (north east).

If the impact on the transport network is not mitigated so that new and existing residents can commute into the centre of Basingstoke, the Local Plan will not deliver the desired regeneration of Basing View (Policy SS8, page 56). Instead, residents are likely to commute out of the borough, particularly from the Golf Course site.

Finally, because the Transport Assessment has focussed on junctions it is not clear that it has taken into account the bottleneck created by the bridges under railway on the B3400 – where traffic is one-way in the centre of the road whenever anything larger than a small van goes under the bridges.